

THE WEATHER FORECAST.

Probably heavy snow to-day; to-morrow fair, continuing cold; gales.
Highest temperature yesterday, 30; lowest, 19.
Detailed weather, mail and marine reports on page 18.

VOL. LXXXIV.—NO. 110.

NEW YORK, TUESDAY, DECEMBER 19, 1916.—Copyright, 1916, by the Sun Printing and Publishing Association.

ONE CENT

In Greater New York, Jersey City and Newark, TWO CENTS.

GOMPERS FOE OF 8 HOUR LAW

President of A. F. of L. Will Ask Wilson to Have It Repealed.

MENACES LABOR UNIONS

"Big Four" Leaders Also Plan to Stop Compulsory Arbitration Move.

Samuel Gompers, head of the American Federation of Labor, is expected to apply his influence here and in Washington for the repeal of the Adamson eight hour law. For more than a month there has been a quarrel between the "Big Four" and the federation. An unwritten agreement is in force between them to fight laws which in their belief, threaten the power of labor organizations. As the law now is held by the brotherhoods to be inimical to their existence Gompers has given his promise to request President Wilson personally and also intercede before Congress to have the law stricken from the books.

"Big Four" leaders are convinced that the operation of the Adamson law and the enactment of compulsory arbitration, as requested by President Wilson in his message to Congress on December 8 will reduce their power to negligible. Their organizations, they fear, will have no more influence in railroad affairs than benevolent fraternal associations.

President Unaware of Move.

Advices from Washington yesterday told that President Wilson has no information of the compromise negotiations between the "big four" and the national conference committee of railroad managers. The parley, however, is believed to be a move toward the repeal of his pet measure. Nor is he informed of the private plans of the "big four" for the future settlement of disputes.

Those with whom he spoke were impressed with his determination to put his railroad law on a permanent basis, which comprehends compulsory arbitration and the control of the railroads by the Government in time of military emergency. He said the parley was not a move toward the repeal of his pet measure, but a move toward the future settlement of disputes.

So far as possible the President will try to bring his plans to enactment in the present short session of Congress. If necessary, it is understood, he will order an extra session. He said the parley was not a move toward the repeal of his pet measure, but a move toward the future settlement of disputes.

Pressure to Be Exerted.

When the brotherhood men and the national managers get together here this week it is understood the "Big Four" representatives will exert all the pressure they can to persuade the operators to drop the Adamson law and a compromise that will make unnecessary the compulsory arbitration law.

The award of the board of arbitration which was to adjust the wages and work controversy between the railroads of the country and the switchmen's union will be announced this week, probably Wednesday. These findings will play an important part in the negotiations between the "Big Four" brotherhoods and the National Conference Committee of Managers. The parley was not a move toward the repeal of his pet measure, but a move toward the future settlement of disputes.

Whatever the decision, whether it favors an eight hour day, whether it denies both these demands, one side or the other will make capital of the award.

See a Powerful Argument.

The brotherhoods, against which the switchmen's union long has been in opposition, will not hesitate to embody in its own arguments with the railroad managers whatever favors the switchmen's union may have.

Interest in the decision extends to Congress and the White House. President Wilson and the Democratic majority have been urging compulsory arbitration for the government of railroad disputes expect the outcome of the switchmen's arbitration will put a powerful argument in their own hands.

The primary hope of brotherhood men is that the managers may be induced to the withdrawal of their suit on the Adamson law before it reaches a decision in the United States Supreme Court. They feel that in determination to stand against them, the managers are standing to lose the power they have been building up for thirty years.

Some of the Reasons.

The reasons are these:
If the highest court holds the law unconstitutional eighteen months of struggle for a shorter working day will end in futility. Compulsory arbitration would take from their hands their main weapon for the regaining of this ground—a strike.

Were the law to be upheld it would result in Congress the principle of regulating railroad wages. As this is one of the basic reasons for the brotherhoods' existence their foundation would be shaken. And again, the law would give the right to strike they could do nothing. Thus, in either case—were the law to be sustained or annulled—the brotherhoods stand to lose heavily.

Cooperation from the managers is expected on both the repeal and the defeat of compulsory legislation. The brotherhoods are planning to fight the law to the bitter end. The Adamson law that was unanimous among the operators after its enactment. The railroad, too, are none too keen for compulsory arbitration.

Will Be Charles IV. of Hungary.

BUDAPEST, Dec. 18.—The question as to what the official title of the new Emperor should be in Hungary, so as to avoid duplication of the title of previous Kings Charles, was settled to-day with the announcement by Francis that the Emperor will call himself at the coronation "Emperor Charles IV. of Austria and King Charles IV. of Hungary and Bohemia."

JURY SAVES PAVLOWA \$5,000 BY ITS VERDICT

Twelve Thoughtful Men Decide Dancer Doesn't Owe C. D. Stickney Estate.

The verdict of a thoughtful jury before Justice Newburger yesterday saved Anna Pavlova, the Russian dancer, from the trouble of paying to the estate of Charles Dickinson Stickney the sum of \$5,000, with interest, out of the salary of \$25,000, which is said to be still due her from the combination ballet and opera in which she starred a year ago.

Stickney, according to witnesses for the defense, spent a large part of his time admiring Pavlova's dancing and gave her the \$5,000, not as a business proposition, but as an investment in art. Victor Dandré, manager of Pavlova, testified that he heard a conversation between the artist and Stickney at the Century Theatre in February, 1915, during which Stickney expressed willingness to forget the \$5,000 unless the public was likewise appreciative and "business was good."

Pavlova, however, insisted that Stickney gave her a "paper" to sign. As introduced in the suit by the plaintiff this was a receipt for the \$5,000. Payable on December 31, 1915, a deficit of \$141,000 for the preceding season.

Stickney, who had sent the dancer flowers worth \$500 to the theatre, died on March 9 last. His executor, James L. Stewart, disregarding art and membership in the ballet, brought an action to collect \$5,297.54. The jury, after an hour's deep thought, returned a verdict for the dancer.

CARRANZA WON'T RATIFY PROTOCOL

Insists on Replying to Lane's Statement Outlining Policy of This Country.

PHILADELPHIA, Dec. 18.—Gen. Carranza's representatives on the Mexican-American joint commission made to the American members to-day the admission that the protocol signed three weeks ago at Atlantic City had not been ratified. They supplemented that admission, however, with a declaration of the attitude of the Carranza Government and assured the Americans the delay in ratification did not signify the rejection of the agreement they had signed after almost three months of consideration.

It was evident at the close of the conference that both Americans and Mexicans regarded as probable an official sanction of the protocol and the resumption of the sessions to discuss questions at issue between the governments of the United States and Mexico.

Wants His Side Given.

It was indicated that Carranza had withheld ratification when the protocol was submitted to him by Alberto J. Pani, the Commissioner who carried the document from Atlantic City to Queretaro, not so much because he found the terms of the agreement impossible as because he felt that the declaration of the United States Government's attitude was inconsistent for him to accept it without in turn defining the position of his Government.

Secretary Lane had placed before the Mexican commission a supplemental statement in which he had clearly indicated that the American Government was determined to witness an improvement in conditions in Mexico and that it became necessary American troops would be sent across the border in pursuit of bandits and that no restrictions as to how far the pursuit would be carried would be tolerated. Carranza interpreted this statement as vitally connected with the agreement and has proposed against the pursuance of such a policy by the United States.

Pani to Draft Reply.

To the conditions named in the protocol for the withdrawal of American troops now in Chihuahua under Gen. Pershing, Carranza has understood the Mexican objections. The terms for their withdrawal are that they shall be taken out within forty days after ratification of the protocol if conditions permit and that Carranza agrees to withdraw his troops as the Americans are withdrawn.

Carranza signed no communication to the commission, but authorized Mr. Pani to draft and submit a reply to the United States counter declaration of policy.

It was learned that the Mexican commissioners were empowered to use their own judgment in making the decision as to whether Carranza will ratify the agreement or not. Carranza is expected to move toward clearing up the border controversy with Carranza is made. Gen. Funston believes this may be an adequate protection American territory against raids and, what is more important, be sufficient to support Major-General Pershing, should his 12,000 regulars need help in Mexico.

17,000 GUARDSMEN TO RETURN.

Border Force Reduced to 75,000—New York Boys Coming Home.

WASHINGTON, Dec. 18.—Seventeen thousand more American guardsmen were ordered home by Carranza to-day. It will remain at that figure until some definite move toward clearing up the border controversy with Carranza is made. Gen. Funston believes this may be an adequate protection American territory against raids and, what is more important, be sufficient to support Major-General Pershing, should his 12,000 regulars need help in Mexico.

Will Be Charles IV. of Hungary.

BUDAPEST, Dec. 18.—The question as to what the official title of the new Emperor should be in Hungary, so as to avoid duplication of the title of previous Kings Charles, was settled to-day with the announcement by Francis that the Emperor will call himself at the coronation "Emperor Charles IV. of Austria and King Charles IV. of Hungary and Bohemia."

WHITMAN FOR LOCAL OPTION

Governor Told Friends He Favors Prohibition, They Say.

GAVE VIEWS AT BANQUET

May Announce His Stand in His Message to the Legislature.

Announcing that he is in favor of the general temperance sentiment, Gov. Whitman has placed himself on record as prepared to support prohibition legislation. Just what kind of a prohibition measure the Governor has in mind is not known, but it was learned last night that he will sign any local option bill that comes before him for approval.

The Governor made his position clear at the temperance question at a banquet in Washington last Saturday night. He was the guest of honor at the State Representatives in Congress. The Governor's remarks on the subject were given to a reporter for THE SUN last night. He said he was in favor of the prohibition sentiment and that he would support any local option bill that comes before him for approval.

"Governor, there is some doubt on this question among you and we would like to know what you would vote if you were in Congress."

"I would vote in favor of it," promptly replied the Governor.

It is understood, according to those who attended the dinner, that the Governor added that he expressed that opinion in his message to the Legislature. But in the subsequent discussion that followed the Governor, it was learned, expressed approval of the prohibition sentiment and that he would support any local option bill that comes before him for approval.

View as Individual.

That the Governor's attitude on the prohibition question is a personal one, rather than a political one, was made clear by the Governor's remarks at the dinner. He said he was in favor of the prohibition sentiment and that he would support any local option bill that comes before him for approval.

The Governor's attitude on the prohibition question is a personal one, rather than a political one, was made clear by the Governor's remarks at the dinner. He said he was in favor of the prohibition sentiment and that he would support any local option bill that comes before him for approval.

Will Sign Official Bills.

There are several prohibition bills which are introduced annually in the Legislature. In addition to the bill providing for a statewide referendum on the question of prohibition, there is a bill for a local option bill, which provides for referendum by towns, cities and counties, and the optional prohibition referendum bill. The Governor will sign any of these bills that comes before him for approval.

BATTLESHIP IS TORPEDOED.

Berlin Says French Vessel Was Badly Damaged—Paris Denies It.

BERLIN, by wireless, Dec. 18.—A French battleship of the Patrie class was torpedoed and badly damaged by a German submarine in the Mediterranean on December 12, and the armed French transport Magenta, 6,000 tons, was torpedoed, according to an official statement issued to-day, saying:

"A German submarine on December 12 heavily damaged a French warship of the Patrie type with a torpedo fifty-five nautical miles east southeast of Malta. Another submarine on December 11 torpedoed southeast of the island of Pantelleria (southwest of Sicily) the armed French transport Magenta, of 6,000 tons, with more than 1,000 white and colored troops on board."

London, Dec. 18.—It was stated by the French Admiralty to-day that there is no loss of life in the sinking of the French man-of-war of the Patrie class was damaged on December 12, and that the loss of the Magenta already has been reported.

There are only two battleships of the Patrie class, the name ship and the battleship Republic. They displace 14,430 tons, have a maximum speed of 21 knots in turrets and ten 7.5 inch guns in the main batteries.

TEPPER ADMITS HE LIED.

District Attorney Breaks His Story About the Lost Pistol.

BUFFALO, Dec. 18.—Testimony in the case of John Edward Tepper, on trial charged with the murder of his mother, to-day with the completion of the cross-examination of the defendant.

The District Attorney concerned himself to-day especially with the pistol which he figured in the case. Tepper admitted he had found the lost automatic four or five days before the murder and that he had falsely told District Attorney Dudley after the murder that the pistol had been found.

TAXICAB CO'S N FIGHT; PUBLIC RIDING CHEAPER

New Concern in the Field With Less Than Legal Rates Causes Independents to Lower Their Prices.

It will not be surprising if New York experiences a general reduction in taxicab rates in the near future below the legal rates stipulated in the present taxicab ordinance. If the reduction does come it will be the result of the recent invasion of New York by a new taxi concern which has cut the rates to rock bottom and by so doing has collected as much patronage as its present complement of taxis can possibly handle.

The other companies are independent owners have been affected by the popularity of the new taxis, and there are rumors that they are considering the reduction of their rates so as to meet the rates charged by the new concern. Particularly is this true of the independent owners.

Green Flags Cheaper.

The independent owners who have decided to make a fight for business existence have equipped their taxis with green flag meters. The public has noticed these taxis for it is not unusual to hear people say, "I am going to hire a taxi." The taxis are operated by independent owners who have decided to make a fight for business existence. The public has noticed these taxis for it is not unusual to hear people say, "I am going to hire a taxi." The taxis are operated by independent owners who have decided to make a fight for business existence.

Independents Reduce.

The situation has reached the stage where several of the independent owners have already reduced their rates so as to meet the rates of the new company. Especially is this true of the taxis that hack on the public stands along Columbus and Amsterdam avenues. But so far the reduction has not been general.

CLARA WARDS DEAD IN PARIS

Princess Chimay, Who Came From Detroit, Once Rigo's Wife.

CHICAGO, Dec. 18.—The Princess Chimay is dead in Padua, Italy. She was the once beautiful Clara Ward, daughter of Eben R. Ward, millionaire shipbuilder of Detroit. For two decades she was the wanton flame of Europe. Her lightest act flew by cable to the ends of the world. Her death was so obscure that the American Consul had to be requested by the State Department to verify its fact.

The first news of the Princess Chimay's death was received by Calvin Pentecost, treasurer of Lyon, Gary & Co., in a cable message from Padua to-day. The message read:

"Clara dead. Notify family."

Casalsola was the last of her many husbands. Her relatives in America have never seen her. She left no will. It is not known how much of her once large fortune remains. Only a small allowance, doled out by a conservator, was accessible to her in her last years.

Clara Ward was born in 1873, the daughter of Capt. Eben R. Ward of Detroit. Capt. Ward was the largest fleet of vessels on the great lakes, and was accounted one of the wealthiest men in Michigan. He married her at the age of 21 and lived two years after his daughter's birth.

Inherited \$4,000,000.

The daughter after much litigation received \$4,000,000 from the estate of her father, who was a successful and impetuous. She went abroad and her vivacious manners captivated the Belgian nobleman, Prince de Chimay. He married her soon after she left a convent. The ceremony was a social event of the season in the American colony in Paris.

Prince de Chimay's father was Minister of Foreign Affairs in the Cabinet of King Leopold. The King received the beautiful young American girl with more than ordinary interest. She also became a favorite of the heir to the throne, Prince Baldwin. Prince Baldwin died suddenly after a quarrel with Prince de Chimay. It is said that the Princess left her two children in the care of her husband and left to take up her residence in Paris. The Queen had expressed an intention to leave the country and the Princess was allowed to remain, but it was asserted that her departure did not end her friendship with the King.

Meets Jancsi Rigo.

From Paris she met a Magyar gypsy fiddler, Jancsi Rigo, with whom she eloped. She went with him to Paris, his wife and child. Returning to the lights of Paris after her adventure in Hungary, the Princess was served with summonses in two suits, one for 150,000 francs demanded by Rigo's wife and the other an action for divorce brought by her husband. The husband obtained the decree of divorce and the Princess was free to marry again. She was married to Prince de Chimay and lived at the same address in Paris as that of Casalsola.

Work Begun on 1,000 Miles of Track on Hurry Order From England.

OTTAWA, Dec. 18.—Canada has begun to tear up 1,000 miles of railway to meet the needs of the war on the western front in France and Belgium. It was learned to-night. The rails will be shipped to France, where they will be used to facilitate the movement of troops, guns, munitions and supplies from French ports to the fighting line. Laborers now are at work tearing up 300 miles of Government railway sidings and it has been decided to remove 320 miles of rails between Edmonton and the Pacific coast, where the Canadian Northern and Grand Trunk Pacific run parallel. Traffic will be thrown upon the main lines. It is expected that some of the rails to be sent to France will be obtained from the Transcontinental Railway and the Hudson Bay Railway.

Up Goes Price of Overcoats.

WATERBURY, Conn., Dec. 18.—Rubber overcoats of all kinds and shoes with rubber soles will be jumped 20 per cent in price because of unusual demand and shortage of labor, it has been announced by factories here.

BRITISH SURE OF A REFUSAL

Rejection of German Peace Proposal by Lloyd George To-day Is Predicted.

BIG WAR PLAN EXPECTED

Kaiser May Have to State Terms First to Get Entente to Confer.

LONDON, Dec. 18.—Bonar Law's announcement in the Commons this afternoon that Premier Lloyd George will appear in the House of Commons to-morrow to make his much heralded speech on the policy of his Government and the German peace note caused general satisfaction. It had been feared that his illness might delay his appearance.

While every one is naturally eager to hear the official reply to Germany's peace proposals, the Entente does not doubt that the German offer will be refused consideration until definite terms are proposed by the Kaiser.

The feeling in England that peace is not possible except on terms proposed by the Allies and that the war is certain to last another year, if not two.

The address of the Premier is looked forward to by the press and public as the most important utterance of the kind since the memorable speeches in which Viscount Grey discussed whether Great Britain would come into the war. Mr. Lloyd George will rise to address the Commons about 4 o'clock in the afternoon and will probably speak for an hour and a half.

Scope of the Speech.

The Prime Minister's speech will be not only a reply to Germany's peace proposals but will also outline the whole policy of the new national Government, the trend of which may be roughly anticipated from the fact that the new Ministry has vowed to carry out the "object of carrying on the war with all the vigor the nation can command to a successful end."

The Premier, it is understood, is most eager to tell the country his scheme of pushing the war, which is regarded here as probably the most drastic and important program since the war began.

Mr. Lloyd George will be supported by a full bench of his Ministers. Sir Edward Carson and others among his colleagues resumed their seats in the House with the passing into effect of the bill for the reelection of Ministers. The changed tone of the lobby of the House of Commons in the last few days has been remarkable. For the first time since summer the members are buoyant. A wave of optimism, caused by the news from the front, the weakened peace note and the German peace note, mingled with the natural rejoicing is a feeling of relief at the beginning of the new year.

What Allies Must Win.

France, M. Lausanne holds, must get back Alsace and Lorraine; Italy must have Trieste as well as the Trentino; Constantinople must be restored to Turkey; the Balkans must be restored to their original condition; the restoration of Belgium and Serbia, a huge indemnity to France, an agreement by Germany to the limitation of armaments and a pledge by the Kaiser's Government to abide by international law.

Balfour on Vacation.

To-day's news from Government circles included the announcement of the departure of Lord Balfour, the Secretary for Foreign Affairs, for three weeks vacation. Although his vacation comes at an important juncture, the organization of the Foreign Office permits affairs to proceed uninterrupted under the direction of Lord Robert Cecil and Baron Hardinge, the under secretaries, while the larger question of general policy will receive the attention of the War Cabinet, over which the Prime Minister presides. Lord Curzon and Mr. Balfour are both members with wide diplomatic experience.

It is recalled that Mr. Balfour's designation as Foreign Minister met with severe criticism. Lord Northcliffe himself urged Mr. Lloyd George to follow the precedent of Lord Salisbury in directing foreign affairs as well as assuming the Premiership.

While Mr. Balfour's absence is said to be due to indisposition following illness, and there is no suggestion of its being prolonged beyond three weeks, it has the effect of leaving the shaping of the larger policies regarding the German note and other foreign issues largely in the hands of the Premier.

There were no general policy questions in connection with the presentation of the German peace note to-day by Ambassador Page. He was received in the Foreign Secretary's room by Lord Robert Cecil, who was acting for the Foreign Minister.

No Comment on Note.

The note was enclosed in a large white envelope. It was handed by Ambassador Page to Lord Robert without any comment and the recipient made no reference to the question of peace, simply thanking Mr. Page for the transmission of the message from the Central Powers.

The two diplomats spent a short time in conversation, but as one said: "We talked about everything but the contents of the envelope."

The note will be considered by the British Cabinet to-morrow, it having been received too late to-day to enable the council to be called. The next step after the meeting of the Cabinet will be to get into communication with the allies of Great Britain so that joint action may be taken. This is expected to take at least a week.

It has been ascertained that the note was received too late to-day to enable the council to be called.

BULLETIN AGAINST 'WORRYING'

U. S. Public Health Service Cites a Home Made Parable.

WASHINGTON, Dec. 18.—The Public Health Service, which has been gathering statistics on nervous diseases and other ills having a tendency to shorten life, to-day issued a bulletin against "worrying."

"So far as is known," says the bulletin, "no bird ever tried to build more nests than its neighbor, no fox ever fretted because he had only one hole, which to hide, no squirrel ever died of anxiety lest he should not lay by enough nuts for two winters instead of for one, and no dog ever lost any sleep over the fact that he did not have enough bones laid aside for his declining years."

GERMAN LINES HERE PREPARE FOR PEACE

Hamburg and North German Lloyd Bid for Freight Engagements.

The German steamship agents in this port seem to have a distinct hope that the peace proposals of Germany may result in something definite before long. The Hamburg-American Line office sent out a circular in which it said it took pleasure in announcing that the line was now open to make freight engagements from the United States to Hamburg for shipments upon the resumption of our regular service. The line, it was said, was now open to make freight engagements from the United States to Hamburg for shipments upon the resumption of our regular service. The line, it was said, was now open to make freight engagements from the United States to Hamburg for shipments upon the resumption of our regular service.

LAUZANNE GIVES HIS PEACE VIEWS

Paris Editor Says Germans Do Not Yet Realize What Allies Fight For.

Stephane Lauzanne, editor of Le Matin, one of the most influential Paris newspapers, discussing yesterday the possible reply of the Entente Allies to the German proposal for a peace conference, declared that a discussion of terms at the present time would be utterly useless. He believes that Germany does not yet understand what the Entente nations are fighting for and that until she does understand their aims peace talk is merely a waste of time.

Mr. Lauzanne, who came to the United States to take part in the war relief work, emphasized the fact that he is in no position to speak officially for his Government and that he has no information as to the attitude of the French Government and her allies regarding the peace offer. Explaining, however, his own point of view regarding the conditions of peace, for which he believes that the war must go on until the territorial and other objects for which the nations in the Entente are fighting have been won.

Exact Status of the Russian Must Be Ascertained.

WASHINGTON, Dec. 18.—The sinking of the British horse transport Russian, reported in press despatches, presents a case similar to that of the Marina, also a horse transport, which was sunk by a German submarine with the loss of six American lives.

In the case of the Marina the German Government defended its action on the ground that the vessel was under the orders of the British Admiralty and as such had the status of an auxiliary war vessel. It had been intimated at the State Department that this plea is not satisfactory to the United States.

The Russian case appears to involve the same point. It is not known whether the vessel was actually under Admiralty orders or whether it was a merchant vessel engaged in carrying cargoes of munitions for the British Government. If the ship was a legitimate merchantman the case undoubtedly will add to the gravity of the submarine situation, as it provides a further example to show that the German Government is taking lightly its pledges to the United States. The United States has admitted that a "vessel" carrying cargoes of commerce and under a commission of order of its Government may have a status tainted with a hostile purpose and may be treated as a vessel "at will." The seriousness of the Russian case, therefore, will depend on the character of that vessel under international law.

91 AMERICANS ABOARD.

Sixty-nine Were White and Twenty-two Negroes.

NEWPORT NEWS, Va., Dec. 18.—There were ninety-one Americans on the British stock transport Russian, reported to have been sunk by a German submarine on December 14 by a submarine. Sixty-eight of them were white and twenty-two were negroes. In addition there was a veterinarian, Dr. E. A. Carpenter.

The Russian, owned by the Victoria, was in command of Capt. James Dickinson, one of the oldest Leyland Line masters. The ship was said to have carried no arms, and a specialist in such questions from this port November 16.

PLAN SHIPPING POOL AS BLOW AT GERMANY.

French Deputy Suggests Admission of Neutrals to Win Their Support.

PARIS, Dec. 18.—Pooling of the shipping of the Entente Allies to the exclusion of the flags of all countries now at war with them, is suggested for the economic struggle expected after the war by Georges Andre, a deputy from Havre and a specialist in such questions.

As soon as the seas are open to the merchant fleet, M. Andre says, Germany naturally will gain an immediate and violent effort to recover her shipping trade. It is his opinion that she expects discrimination against her flag in the war with Germany and that she will endeavor to bring about a union of neutral shipping interests to be pooled with her own to help her to compete under their flag in those waters.

To checkmate such a move M. Andre proposes the admission of neutral shipping to the pool of the Entente Allies on condition that the neutrals agree not to enter any combination with shipping interests flying the flag of any nation now at war with the Entente.

17 AMERICANS DIE ON ESSEL U-BOAT SINKS

Eleven of the Crew of the British Horse Ship Russian Also Perish.

TRANSPORT EMPTY; WESTWARD BOUND

Attacked in Mediterranean on the 14th, Admiralty Reports Officially.

NAMES OF AMERICANS GIVEN U. S. CONSUL

Case Regarded in Washington as Similar to That of the Marina.

LONDON, Dec. 18.—Seventeen American muleteers and eleven of the crew of the British horse transport ship Russian were killed when the ship was sunk by a submarine in the Mediterranean on December 14.

The British Admiralty makes this announcement:

"The empty westbound British horse transport ship Russian was sunk by a submarine in the Mediterranean on the 14th. Eleven of the crew were killed, including the chief officer, the first officer and the second officer. Also seventeen American muleteers were killed. Their names have been communicated to the American Consul."

LIKED TO MARINA.

Exact Status of the Russian Must Be Ascertained.

WASHINGTON, Dec. 18.—The sinking of the British horse transport Russian, reported in press despatches, presents a case similar to that of the Marina, also a horse transport, which was sunk by a German submarine with the loss of six American lives.

In the case of the Marina the German Government defended its action on the ground that the vessel was under the orders of the British Admiralty and as such had the status of an auxiliary war vessel. It had been intimated at the State Department that this plea is not satisfactory to the United States.

The Russian case appears to involve the same point. It is not known whether the vessel was actually under Admiralty orders or whether it was a merchant vessel engaged in carrying cargoes of munitions for the British Government. If the ship was a legitimate merchantman the case undoubtedly will add to the gravity of the submarine situation, as it provides a further example to show that the German Government is taking lightly its pledges to the United States. The United States has admitted that a "vessel" carrying cargoes of commerce and under a commission of order of its Government may have a status tainted with a hostile purpose and may be treated as a vessel "at will." The seriousness of the Russian case, therefore, will depend on the character of that vessel under international law.

PLAN SHIPPING POOL AS BLOW AT GERMANY.

French Deputy Suggests Admission of Neutrals to Win Their Support.

PARIS, Dec. 18.—Pooling of the shipping of the Entente Allies to the exclusion of the flags of all countries now at war with them, is suggested for the economic struggle expected after the war by Georges Andre, a deputy from Havre and a specialist in such questions.

As soon as the seas are open to the merchant fleet, M. Andre says, Germany naturally will gain an immediate and violent effort to recover her shipping trade. It is his opinion that she expects discrimination against her flag in the war with Germany and that she will endeavor to bring about a union of neutral shipping interests to be pooled with her own to help her to compete under their flag in those waters.

To checkmate such a move M. Andre proposes the admission of neutral shipping to the pool of the Entente Allies on condition that the neutrals agree not to enter any combination with shipping interests flying the flag of any nation now at war with the Entente.

PLAN SHIPPING POOL AS BLOW AT GERMANY.

French Deputy Suggests Admission of Neutrals to Win Their Support.

PARIS, Dec. 18.—Pooling of the shipping of the Entente Allies to the exclusion of the flags of all countries now at war with them, is suggested for the economic struggle expected after the war by Georges Andre, a deputy from Havre and a specialist in such questions.

As soon as the seas are open to the merchant fleet, M. Andre says, Germany naturally will gain an immediate and violent effort to recover her shipping trade. It is his opinion that she expects discrimination against her flag in the war with Germany and that she will endeavor to bring about a union of neutral shipping interests to be pooled with her own to help her to compete under their flag in those waters.

To checkmate such a move M. Andre proposes the admission of neutral shipping to the pool of the Entente Allies on condition that the neutrals agree not to enter any combination with shipping interests flying the flag of any nation now at war with the Entente.

PLAN SHIPPING POOL AS BLOW AT GERMANY.

French Deputy Suggests Admission of Neutrals to Win Their Support.

PARIS, Dec. 18.—Pooling of the shipping of the Entente Allies to the exclusion of the flags of all countries now at war with them, is suggested for the economic struggle expected after the war by Georges Andre, a deputy from Havre and a specialist in such questions.

As soon as the seas are open to the merchant fleet, M. Andre says, Germany naturally will gain an immediate and violent effort to recover her shipping trade. It is his opinion that she expects discrimination against her flag in the war with Germany and that she will endeavor to bring about a union of neutral shipping interests to be pooled with her own to help her to compete under their flag in those waters.

To checkmate